Parasols Half Price

We are closing them out for the season. There's less than one hundred to show you, but then almost every prevailing style and almost every popular shade are represented. As to qualities, there still remain a few of the \$10 ones, more of those formerly \$5, \$6 and \$8, and no small number of the still cheaper ones. Your choice of any at just half marked prices.

\$1.25 Parasols 63c \$2.50 Parasols....\$1.25 \$5.00 Parasols....\$2.50 \$6.00 Parasols....\$3.00 \$10.00 Parasols....\$5.00 The sooner you choose-the wider

L. S. AYRES & CO.

Sole Agents for Standard Patterns.

Manufacturer of Grilles and Fret Work.

At Monday's Bargain Sale

23 pairs of Tambour, 35 pairs of Renaissance, 47 pairs Brussels, 66 pairs Irish Point Lace Curtains in a pattern.

All Bright, New Goods; Latest Style Go Monday at exactly 50 cents on the dollar.

15.00 Curtains for
\$7.50 Curtains for \$3.75 per pair
\$10.00 Curtains for\$5.00 per pair
312.50 Curtains for\$6.25 per pair
\$15.00 Curtains for\$7.50 per pair
\$18.00 Curtains for
\$20.00 Curtains for\$10.00 per pair
\$25.00 Curtains for
Some of the finest designs and
patterns that we have ever had in

our stock in this lot.

Albert Gall

Carpets, Draperies, Wall Paper, 17 and 19 West Washington Street. Hardwood Floors laid, finished and refinished.

Cuttings from little Katie's Scissors-No. 6



William Penn said Quaker men Must not go to war or law, Quakers now, like Quakers then Neither turn to "gee" nor "haw." Quakers then like Quakers now Always on the best were fed That's the wherefore and the how

GEORGE HITZ'S QUAKER BREAD

IN DEBT TO EX-FIANCEE

A WARRANT OUT FOR MARION M. SPURGEON, OF PERU.

The Young Woman, Who Lives in This City, Claims that He Victimized Her.

A warrant has been issued for the arrest of Marion Spurgeon, of Peru, who is charged with obtaining money under false pretenses from a young woman living on Ash street, to whom, it is said, he was engaged to be married. Spurgeon left the city last April, and it is not known where he is at this time. He lived here two years and was for a time a clerk in the office of the superintendent of schools. Later he was a stenographer for the Massachusetts Mutual Life Insurance Company. He boarded at 1112 North Alabama street. He has a brother named John Spurgeon, living at Peru. Marion Spurgeon, it is alleged. became acquainted with the young woman two years ago. A year ago she consented to become his wife. Last October, she says, he told her his brother was in trouble over a check, and he asked her to loan him \$35. He knew that she had saved money out of her wages as a stenographer. She loaned him the money he asked, and he gave her a note for it. Later he borrowed \$40 more from her, \$10 of which she, in turn, borrowed from her brother. Spurgeon did not

give a note for the last amount. The marriage was set for May 15. According to the young woman's story; in April Spurgeon told his flancee that he had to go on a business trip for the insurance company which employed him. He had persuaded her to give him his note, and when she asked him to return it he put her off on some pretext. She saw him the day he left the city, but she has not heard from him since. She is not the only person in the city that he owes, it is said. She had also intrusted a ring to him, and she suspects he sent it to a Lexington, Ky., woman to whom he confessed he was once engaged to be married. The young woman from whom Spurgeon got the money went to Superintendent Quigley and swore out a warrant against him. Then she made inquiries in Peru and discovered that John Spurgeon was not in trouble of any sort and had forged no note. He came to this city and talked the matter over with the young woman. He said he did not know where his brother was. It was said Spur-geon had gone to St. Louis, but inquiries there for him were futile. He is twenty-

"Doing a Land-Office Business." Four years ago the U. S. Land Office purchased mores. This same department has just (June 29th) given an order for sixty Densmores. The significant inference from these facts can safely be left to the public. UNITED TYPE-WRITER AND SUPPLIES CO., Indianapolis.

RESULT OF THE STATE TAX BOARD'S RECENT LABORS.

Increase of a Million Dollars, Placed Chiefly on Telephone and Telegraph Companies.

The State Board of Tax Commissioners make public to-day the assessment of railroad companies in Indiana, and, although in a large majority of cases the same valuation a mile assessed two years ago has been fixed for this year, the board announces that the total increase in the valuation of railroad property, telephone, telegraph, palace car and express companies will amount to about \$1,000,000. When the large number of new properties in the State is taken into consideration it is apparent from the figures that the State board has somewhat reduced the valuations of two years ago. In 1897 there were only twenty-one telephone and telegraph companies listed by the State board, while this year the board has sixtyeight on its list. There has also been an increase of one express company. Members of the board have occasionally stated during the session which ended Saturday night that the railroads of Indiana are assessed much closer to their real value than the land and other property in the State. The board has been overwhelmed with pleas from the

As compared with the assessment made stock-one, two and three pairs to last year, the Baitimore & Ohio Southwestern gets a decrease of \$300 a mile on track and rolling stock, and the assessment on the main track of the Chicago & Erie remains the same as a year ago. The assessment on the Chicago & West Michigan appears the same as a year ago. The assessment of the East Chicago Belt and the Eel River line will be the same as that of a year ago. The assessment of the Louisville, Evansville & St. Louis is the same as that fixed a year ago, and the reduction for the Louisville, New Albany & Corydon road, as compared with last year, is \$3,000 a mile. The Terre Haute & Indianapolis and the Michigan Central remain as last year. In all the figures given below the comparisons are made with 1897 instead

THE 1897 COMPARISONS.

Aside from the bridge companies at Louisville and local terminals and belt road companies the Pittsburg, Fort Wayne & Chicago road pays the largest assessment a mile in the State. It has 152 miles of main track on which it paid \$56,500 a mile two years ago, but at the present session. through the eloquent plea of ex-Tax Commissioner Walker, who recently associated himself with that road, the board at the present session reduced this \$1,000 a mile, besides reducing the rolling stock \$500 for each mile. This will reduce the valuation of the line in Indiana a quarter of a million dollars. The Indianapolis division of the Pennsylvania system pays this year on a basis of \$41,500, an increase of \$6,500 a mile for main track over two years ago. This system listed its property in Indiana on a different basis from 1897 and it is somewhat difficult to make comparisons. The main track of the Chicago division was increased \$6,000 a mile, but the board has cut down the mileage from 242 to 182. The Louisville division was increased \$6,500 a mile. A comparison of figures shows that the Pennsylvania | year: system, not including the Pittsburg, Fort Wayne & Chicago, has been assessed approximately at the same totals as in 1897. The Lake Shore & Michigan Southern will pay on the same basis as before, \$40,500 a mile for main track.

NO CHANGE IN BIG FOUR.

There are practically no changes in the Big Four divisions, merely a few dollars' difference on right of way improvements. The Baltimore & Ohio and Chicago gets a reduction of \$1,000 a mile on its 146 of main track. with no changes in second main track, side track and rolling stock. The Baltimore & Ohlo Southwestern gets a decrease of \$500 a mile on its track and rolling stock. A reduction of \$1,000 a mile on main track and \$350 a mile on rolling stock is made for the it will pay on a valuation of \$75 a mile. 159 miles of Chicago & Erie. There are no changes in the Chicago & Calumet Termicago & Indiana Coal, the Chicago & Indiana Eastern and the Chicago, Indianapolis & Louisville (Monon.) The Chicago Junction 's listed for the first time this year at \$18,0% per mile for main track. The Chicago, Hammond & Western road was listed in 1897 at \$2,500 for main track, and it is understood that this is the same concern. The following show no changes: Chicago, Lake Shore & Eastern, Chicago & South Bend and Chicago & Southwestern, but the Chicago & West Michigan has been reduced \$1,000 a mile on main track and \$500 a mile for rolling stock for its thirty-four miles in Indiana. The Chicago, St. Louis & New Orleans road appears for the first time at \$10,000 a mile. It has slightly more than four miles of track in Indiana. The Cincinnati, Wabash & Michigan is lowered \$500 a mile on main and side tracks while the Fost on main and side tracks, while the East Chicago Belt, with a little over three miles, is increased \$3,000 a mile. The Eel River line obtains a reduction of \$1,000 a mile on its ninety-eight miles of main track and \$500 a mile on rolling stock. The Elkhart & Western has its assessment on main track cut in two, and hereafter will only pay \$10,-000 a mile. The other reductions are as follows: Fort Wayne & Jackson, \$500 a mile on fifty-three miles of main track and nine miles of side track; Indianapolis & Vincennes branches, \$1,000 a mile; the Louis-ville, Evansville & St. Louis, \$1,000 on main track and \$500 on rolling stock for each of the 116 miles of line; the Louisville, New Albany & Corydon, \$2,000 on main and \$500 on side tracks; Sturgis, Goshen & St. Louis, \$2,000 a mile on main track; Terre Haute & Indianapolis, \$1,000 a mile on seventy-nine miles. Aside from the roads before mentioned the New York, Chicago & St. Louis (Nickel-plate), with 155 miles in Indiana, will pay on \$33,000 a mile on 155 miles of main track, an increase of \$1,000, while the Michigan Central will pay on \$500 more a

mile main track In addition to the roads enumerated above the following roads have their valuations on main track remain as in 1897: Cincinnati, Hamilton & Indianapolis; Cincinnati, Lafayette & Chicago; Cincinnati, Richmond & Fort Wayne; Cincinnati & Southern Ohio River; Elgin, Joilet & Eastern; Evansville Belt; Evansville & Indianapolis; Evansville & Terre Haute; Evansville, Terre Haute & Chicago; Fairland, Franklin & Martinsville; Findlay, Fort Wayne & Western; Fort Wayne, Cincinnati & Louisville; Fort Wayne & Terre Haute Southeastern; Grand Rapids & Indiana; Indiana Block Coal; Indiana, Decatur & Western; Indiana, Illinols & Iowa; Indiana Northern; Indianapolis Belt; Indianapolis Union Railway; Indianapolis & Vincennes; Joilet & Northern In-diana; Kentucky & Indiana Bridge Company; Lafayette Union; Lake Erie & Western; Lake Shore & Michigan Southern; the branches of the Louisville, Evansville & St. Louis; Louisville & Jeffersonville Bridge Company; Louisville & Indianapolis; Michigan Air-line; Montpelier & Chicago; New Albany Belt and Terminal; Peoria, Decatur & Evansville; Peoria & Eastern; Peru & Detroit; the Rantoul line; State Line & Indiana Cities; St. Louis, Indianapolis & Eastern; Toledo, St. Louis & Kansas City; Vernon, Greensburg & Rushville; the Wabash; the Whitewater; the White River. The Wabash, however, has a reduction of \$500 a mile for 166 miles on its rolling stock, and the Monon gets a light reduction on rolling stock for 451 miles. The Cincinnati, Hamilton & Indianapolis has the same reduction for seventy-eight miles, the Eel River for ninety-eight miles and the Eigin, Joilet & Eastern for thirty-two miles. The Indianapolis, Decatur & Western also has the \$500 a mile reduction for seventy-six miles on rolling stock.

Improvements on right of way are one of the items before the State Tax Board, but the variations in two years are so slight as not to warrant a tabulation. The Kentucky & Indiana Bridge Company is still assessed at \$250,000, while its more prosperous competitor, the Louisville Bridge Company, is assessed at \$2,500,000, a reduc-tion of \$500,000. PALACE CAR AND EXPRESS COM-

If there is one unpopular corporation in Indiana, particularly to the traveling men, who help pay the wages of palace car porters, it is the Pullman Palace Car Company, but this corporation was smiled upon by the State Tax Board. In the first place its mileage was reduced from 2,159 to 1,849, Union Station.

PANIES.

THE RAILROAD VALUES RAILROAD VALUATIONS FOR 1899 LIKE OLD-TIME CROWDS thought. But a story was told of the mid-

Comparisons Made With Assessments of 1897.

*Indicates decrease. Increase and decrease is per mile.

COMPANIES Anderson Belt						Incr	Mis	Per M	Inc	Imp
Attica, Covington & Southern	14.47	5,000	*2,000	1.40	1,000	\$500	14.47	\$500	•\$250	\$250 68,625
Baltimore & Ohio Southwestern	233.29	21,000	*500	86.04	3,000	*500	233.23	2,000	*500	163,020
	41.36	5,000	*4,500	6.30 7.21	1,000	****			****	5.725
Calro, Vincennes & Chiacgo	6.85	10,000	*1 000	71 64	3.000		6.85	1,500	****	59,600
Chicago & Calumet Terminal	12.13	18,000	****	15.47	3,560	****	12,13	3,000		2,750
			****	62.18	3,000	4	The second second		****	23,365
Chicago & Indiana Eastern	10.00	3,000	****	1.48	1,000	****	10.00	250	•500	2,000 139,770
Chicago Junction	3.83	18,000	****	.88	1,500	****	3.83	3,100	****	1,800
Chi., St. L. & New Orleans	4.58	10,000	****	2.81	2,000	****	4.58	1,000	****	18,700
		5,000	****	10.85	1.500	****		1,000	500	6,120
Chicago & West Michigan	31.46	8,000	•1,000	5.90	2,500		34.46	1,000	*500 *500	7,525 16,375
Cin., Lafayette & Chicago	23.71	25,000		5.80	4,000		23.71	3,000	****	1,650
Cin. & Southern Ohio River	3.69	5,000	****	14.88	2,000	****	3,69	2,000		9,300 350
	168.84	11,500	•500	51.41	2,500	*500	168.84	2,500	****	47,600
Indianapolis division				47.83	4,000	****	83.84	3,500	****	98,905 18,035
Chicago division	154.08	29,000	****	80.66	4,000	****	154.08	3,500		130,100
		4,000	•1,000	5.19 4.16		****			****	860 855
East Chicago Belt	3.04	5,000	3,000	****	****		****	****	****	21,440
Elgin, Joliet & Eastern	32.82	20,000		10.89	3,000	****	32.82	2,000	*500	3,570
Evansville Belt	5.45	\$10,000 13,000	*10,000	4.10	6,000		****	****	****	2,125
Evansville & Indianapolis	134.15	8,500	*1.000	25.79	2,000		134.15	500 100	*1.400	3,430
Evansville & Terre Haute	163.25	19,000	****	53.75	3,500		163.25	4,000	****	46,300
		3,000		4.40	2,000		38.23	500	•500	11,450
		8,000	****	3.68 25.10	3,000	****	17.57	2,000	****	16,450
Ft. Wayne & Jackson	53.27	9,500	•500	8.92	2,000	•500	53.29	2,500		1,310
Grand Rapids & Indiana	53.11	17,000					53.11	1,500		8,875
Harrison branch	9.36	5,000	•16,000	1.04	5,000	****	.81	1,550	••••	450
Indiana Block Coal	12.61	7,000	****	4.33	2,500	****	12.61	3,000	*500 *500	165 40,400
Indiana, Illinois & Iowa		15,000		15.77	3,000		82.17	1,500	****	6,900
	2	5,000	****	****	1,500	****	2	2,000	****	130
Indianapolis Belt	9.55		****	A2012 TV9		****	9.55	7,000	1,000	12,335
Indianapolis & Vincennes	116.92	13,000		14.51	2.500	****	116.92	2,000	****	9,135
		4,000	•1,000	5.46	2,000	****	11.88	800	****	****
		16,000 250,000	****	3.54	3,600	****	15.51		1.500	2,080
Lafayette Union	6.50	1,500	****	2.50	1,000	****	917 14	****		67,555
Lake Shore & Michigan Southern	152.94	40,500		96.33	4,000		152.94	6,000		150,475
		14,000	•1,000	32 13	3,000	****	116.83	2,000	•500	67,800
Evansville branch	54.21	10,000	****	8.76	2,500	••••	54.31	2,000	****	****
Cannelton branch	22.72	5,000	****	1.98	2,500	****	22.72	1,000	****	****
Louisville & Nashville	28.47	17,000	****	20.61	3,000	****	28.47	2,500		85,815
Louis., New Albany & Corydon	6.06			3.89 1.55	100000000000000000000000000000000000000			3.000	****	2,000
Michigan Central	42.40	33,000	500	28.77	3,500	****	42,40	5,000		32,845
New Albany Belt & Terminal	2.05	20,000	****	.58	5,000	****	****		****	41,730
New York, Chicago & St. Louis Orleans, W. Baden & French Lick.	17.70	33,000 10,000	1,000 3,500	46.21 1.51	4,000 1,500	::::	151.02 17.70	3,000 1,500		29,300 3,830
Peoria, Decatur & Evansville	37.67	8,000	****	5.81	2,500	****	37.67	2,000	****	5,025
Peoria & Eastern-Eastern div	75.06	11,000	****	13.01	3,000	****	75.06	2,000	****	3,800
Peru & Detroit			••••	.38	2,000		7.26	2,500	••••	
Indianapolis division	71.73	40,000	6,500	44.30 85.94	4,500		71.83 182.41	5,000		151,305 100,290
Effner branch	60.19	12,000	****	9.76	2,500	****	60.19	3,000		7,575
Madison branch	44.40	15,000	6,500	11.72	2,500	::::	114.41	3,000		35,680 14,785
Cambridge branch	63.04	15,000 24,000	2,000	5.11	2,500 4,500	• • • • • • • • • • • • • • • • • • • •	63.04	3,000	****	5,330 23,670
Pitts., Ft. Wayne & Chicago	152.57	55,500	•1,600	83.66	5,000	****	152.57	6,500	•500	201,215
State Line & Indiana City	7.56	7,000		3.16	2,000				2222	520 2,800
St. Louis, Indpls & Eastern Sturgis, Goshen & St. Louis	32	7,000 4,000	•2,000		2,000		32 25.64	1,000	*500	1,650
	100.20	6,000	•1.000	12.31 116.42	1,000	••••	160.90 79.90	5,000	****	11,150
Southern Indiana	77.78 5458			43.30	3,000		182.17	2,000	****	145,515
Terre Haute & Indianapolis Terre Haute & Logansport	182.17	41,000	30,000	Allertin models					****	16,130
Terre Haute & Indianapolis Terre Haute & Logansport Toledo, St. Louis & Kansas City Vernon, Greensburg & Rushville	182.17 171.20 44.67	11,500 6,000	30,000	32.08 8.52	3,000 2,000		171.20 44.67	2,000		35,265 3,439
Terre Haute & Indianapolis. Terre Haute & Logansport. Toledo, St. Louis & Kansas City Vernon, Greensburg & Rushville Wabash	182.17 171.20 44.67 166	11,500 6,000 25,000		32,08	3,000 2,000 4,000		171.20 44.67 166	2,000 2,000 2,500	•500	35,263 3,439 114,865
Terre Haute & Indianapolis Terre Haute & Logansport Toledo, St. Louis & Kansas City Vernon, Greensburg & Rushville	182.17 171.20 44.67 166	11,500 6,000		32.08 8.52 81.37 6.07	3,000 2,000	1111	171.20 44.67	2,000		35,265 3,430
	Attica, Covington & Southern Baltimore & Ohio & Chicago Baltimore & Ohio Southwestern. Bedford Belt Bedford & Bloomfield Cairo, Vincennes & Chiacgo Chicago & Erle Chicago & Calumet Terminal. Chicago & Grand Trunk Chicago & Indiana Caal. Chicago & Indiana Eastern Chi., Indipls & Louisville Chicago & Indiana Eastern Chi., Indipls & Louisville Chicago Lake Shore & Eastern Chi., St. L. & New Orleans Chicago & Southeastern Chi., St. L. & New Orleans Chicago & Southeastern Chi., Southeastern Chicago & West Michigan Clin, Ham. & Indpis Cin., Lafayette & Chicago Cin., Richmond & Ft. Wayne Cin. & Southern Ohio River Cin. & Wabash & Michigan Cleve, Cin., Chi. & St. Louis Indianapolis division St. Louis division Chicago division Lawrenceburg branch Columbus, Hope & Greensburg East Chicago Belt Eel River Elgin, Joliet & Eastern Elkhart & Western Evansville & Indianapolis Evansville & Indianapolis Evansville & Terre Haute Evansville & Terre Haute Evansville & Terre Haute Evansville, Frere Haute Evansville, Frere Haute & Chi. Fairland, Franklin & Martinsville, Findlay, Ft. Wayne & Western Ft. Wayne, Cincinnati & Louis Ft. Wayne, Cincinnati & Louis Ft. Wayne, Terre Haute & S. W. Grand Rapids & Indiana Harrison branch Henderson Bridge Company Indiana, Decature & Western Indiana, Decature & Western Indiana, Decature & Western Indiana, Elock Coal. Indianapolis Belt Indianapolis Belt Indianapolis & Vincennes Gosport branch Joliet & Northern Indiana Kentucky & Indiana Bridge Co. Lafsyette Union Lake Erie & Western Lake Shore & Michigan Southern Louisville Eridge Co Louisville Eridge Co Louisville & Narshille Bridge Co. Louisville, Evansville & St. L. Evansville branch Conleago division Edianapolis & Eastern—Estern div Peoria & E	Anderson Beit Attlea, Covington & Southern. 14.47 Baltimore & Ohio & Chicago. 14.33 Baltimore & Ohio Southwestern. 233.29 Bedford Belt	Anderson Beit	Artica, Covengton & Southern. 14.47 5,600 *25,000 Baitimore & Obio & Chicago. 146.33 21,000 *1.000 Baitimore & Obio Southwestern. 23.29 21,000 *1.000 Baitimore & Obio Southwestern. 23.29 21,000 *1.000 Bedford Belt	Artica, Covington & Southern. 14.47 5.009 2.090 1.49 Baltimore & Ohio & Chicago. 16.53 21,000 *1.000 51.4 Baltimore & Ohio & Chicago. 16.53 21,000 *1.000 51.4 Baltimore & Ohio & Southwestern 233.29 21,000 *50.00 58.04 Bedford Belt. 4.72 15.500 *4,500 68.04 Bedford Belt. 4.72 15.500 *4,500 68.04 Bedford Ellomfield 4.135 5.000 7.21 Cairo, Vincennes & Chicago 6.55 10,000 11.4 Chicago & Erle Chicago 6.55 10,000 11.4 Chicago & Calumet Terminal. 12.13 15,000 11.4 Chicago & Grand Trunk. 80.67 22,000 21.68 Chicago & Indiana Eastern. 10.00 3.009 1.48 Chicago & Indiana Eastern. 10.00 3.009 1.48 Chicago & Indiana Eastern. 10.00 3.009 1.48 Chicago & Indiana Eastern. 7.54 11.000 1.000 1.48 Chicago & Suth Bend. 90 15.000 1.055 Chicago & Southeastern 92.02 5.000 10.85 Chicago & West Michigan 34.46 8.000 1.000 5.50 Chin, Lafayette & Chicago 23.71 25.000 5.80 Clin, Richmond & Ft. Wayne 85.77 15.000 15.80 Clin, Esouthern Ohio River 3.66 5.000 15.57 Clin, Lafayette & Chicago 8.21 12.000 5.80 Clin, Wabash & Michigan 18.48 11.500 5.00 1.87 Chicago & Southeastern 92.02 5.000 10.85 Clin, Lafayette & Chicago 8.21 12.000 5.80 Clin, Esouthern Ohio River 3.66 5.000 1.87 Clin, Lafayette & Chicago 18.41 Indianapolis division 8.42 2.000 4.53 Clin, Esouthern Ohio River 3.66 5.000 4.53 Chicago Belt 9.40 15.000 1.87 Chicago Belt 9.40 15.000 1.87 Estartile Belt 9.40 15.000 1.000 8.00 Evansville Belt 9.40 15.000 1.000 8.00 Evansville Belt 9.40 15.000 1.000 1.000 1.57 Evansville & Endanapolis 124.15 1.000 1.000 1.000 Evansville & Terre Haute & Chi. 43.25 25.000 1.000 1.000 Evansville & Terre Haute & Chi. 43.25 25.000 1.000 1.000 Evansville & Terre Haute & Chi. 43.25 25.000 1.000 1.000 Evansville & Terre Haute & Chi. 43.45 1.000 1.000 1.000 Evansville & Terre Haute & Chi. 43.45 1.000 1.000 1.000 Evansville & Terre Haute & Chi. 43.45 1.000 1.000 1.000 Evansville & Terre Haute & Chi. 43.45 1.000 1.000 1.000 Evansville & Terre Ha	Arttica, Covington & Southern. 14:47 5.000 2.009 1.40 1.000 Baltimore & Ohio & Chicago. 16:33 21:000 2.009 5.64 3.000 Baltimore & Ohio & Chicago. 16:33 21:000 4.000 5.64 3.000 Bedford Belt. 4.72 15:500 4.500 6.30 1.000 Cairo, Vincennes & Chiacgo. 6.58 15:000 4.500 6.30 1.000 Cairo, Vincennes & Chiacgo. 6.58 15:000 4.500 7.21 1.000 Cairo, Vincennes & Chiacgo. 16:58 15:000 4.000 1.14 3.500 Chicago & Erie	Atting	Anderson Belt Attlica, Covungton & Southern. 14.47 5,009 2,009 1.40 1.006 \$506 14.47 Baltimore & Ohio & Chicago. 14.47 5,009 2,009 1.40 1.006 \$506 14.47 Baltimore & Ohio Southern. 14.47 5,009 2,009 8,004 5,009 126 500 500 500 500 500 14.67 Baltimore & Ohio Southewstern. 2.32 21,000 2,00 88 64 5,500 126 500 500 500 500 500 500 500 500 500 50	Anderson Belt Attlica, Covengton & Southern. 14.47 5.000 2.000 1.49 1.000 5206 14.4.7 \$500 Baltimore & Ohio & Chicago. 146.53 21.000 1.000 \$50.6 14.5 1.500 41.02 \$2.000 Baltimore & Ohio Southerstern. 22.32 21.000 4.000 \$5.84 5.000 4.05 \$22.2 \$2.000 Baltimore & Ohio Southerstern. 22.32 21.000 4.000 \$5.84 5.000 4.000 \$5.82 2.200 Belford & Bloomfeld 41.38 5.000 7.21 1.000 4.105 1.000 Chicago & Erie Chicago 6.55 10.000 1.12 5.000 6.55 1.000 Chicago & Calumet Terminal. 12.15 5.000 1.100 7.16 5.500 1.100 Chicago & Indiana Coal. 194.31 14.000 2.16 5.500 1.100 Chicago & Indiana Eastern 10.00 2.000 1.18 1.000 1.000 Chicago & Indiana Eastern 10.00 2.000 1.18 1.000 1.000 1.000 1.000 Chicago & Indiana Eastern 10.00 2.000 1.18 1.000 1.	Anderson Belt

\$125 to \$100. The Wagner Car Company's age is reduced about 400 miles. The following table shows how the express companies fared with the board this

9		Mille-	rer	wine-	re
		age.	mile.	age.	mile
	Adams	1.674	\$400	1,669	\$35
	American	1.807	450	1.798	4
	Pacific	425	50	425	1
9	Southern Indian .	1007717	- 1	106	- 2
	United States	1.583	125	1,521	1:
9	Wells - Fargo	159	150	159	10
н	National Express	414	450	414	1(
3	The Western Un	ton T	ologray	h Con	man
H		non I	elegia;	ite rot	o ne
	has its mileage red	uced a	it mil	nov o	n th
	mile is increased \$	ile for	6 474	milee	Th
	basis of \$375 a m	He 101	0,114	mines.	
7	Postal Telegraph	Compa	my ass	sessmer	n ir
Ü		5200 a	mile,	with a	II II
а	crease of but thre	e mile	s, a to	otal m	Teag
	of 800. The Ameri	can T	erebnor	ie and	rei
8	graph Company's	milea	ge is i	ncrease	ed 5
g	but its \$250 a mile i	rate re	mains.	The C	Iran
d	Rapids & Indiana	Tele	graph	Compa	ny l
	found to have just wire as in 1897, and	t half	as ma	iny mi	les c
20	wire as in 1897, and	as its	rate i	s unch	ange

ON TELEPHONE LINES. The following table shows comparisons nal, the Chicago & Grand Trunk, the Chi- on the principal telephone lines in the

į	State:	telepi	10116	mies .	111 611	
ì	Diates	1897.		1899.		
Ĭ	Control Water	Mile- age.	Per mile.	age.	mile	
ı	Central Union	2,318	\$250	2,992	\$50	
	Chicago Union Cumberland City and Subur-	147	100	189 215	15 20	
9	ban, of Cincin-					
į	nati		35	84	26	
ì	Goshen			158		
۱	Greensburg	161	40	144	7	
۱	Lafayette			Total	\$30,00	
۱	Home	15		27	55	
١	National			135	5	
t	South Bend		••	42	30	
Ī	Steuben County	64	40	87	6	
ł	Tippedance	66	40	63		
ł	Tippecanoe	3.7			6	
ı	Tipton	•••	•••	45		
1	Valparaiso	**	**	60	9	
1	United	**		68	17	
I	Western Cincinnati, Rich- mond & Fort		•	54	14	
ı	Wayne	85	75	85	7	

TELEPHONE AND TELEGRAPH.

The following shows the as:		
the telegraph and telephone co	ompani	es for
1899:		Per
Companies.	Miles.	Mile.
Am'can Telep. and Teleg. Co	856.08	\$250.00
Bloomington Telephone Co Blue Ridge Telephone Co	16 30	255.00 10.00
Brookville Telephone Co		65.00
Carroll Telephone Co	30	125.00
Central Union Telephone Co Chicago Telephone Co	2,992.50 189.50	500.00 150.00
Cit'z. Telep. Co., C'b'dge City	63.50	100.00
Citizens' Telep. Co., Decatur	28	125.00
Citizens' Telep. Co., Edinburg. Citizens' Telep. Co., Columbus	24	62.50
Crawford County Telep. Co	12 49	289.00 20.00
Cumb'l'd Teleg. and Telep. Co.		200.00
Crown Point Telephone Co	25.02	575.00
City and Sub'n Teleg. Co., Cin. Danville Mutual Telep. Co	84 45	269.00 140.00
Dubois County Telephone Co	39	25.00
Elkhart Telephone Co	20	250,00
Enterprise Telephone Co	40	50.00
Fairmount Telephone Co Fountain Telephone Co	25 28.50	100.00
Franklin Telephone Co	14	100.00
Ft. W'ne Postal Tel. Cable Co.	22	100.00
Goshen Telephone Co Greensburg Telephone Co	158.50	60.00 75.00
Home Telephone Co	144 45	75.00
Greenwood Telephone Co	3	25.00
Lafayette Telephone Co		•300.00
Home Telep. Co., Versailles	27 5	555.55 100.00
Home Telep. Co., New Albany	18	275.00
Home Telep. Co., Wabash	10	1,000.00
Knox Telephone Co	35	50.00
Laporte Telephone Co	50 112	*****
Jasper County Telephone Co	66	*****
Lebanon Telephone Co	3	*****
Knightstown Telephone Co Martinsville Telephone Co	49.50 24	• • • • • • • • • • • • • • • • • • • •
Montpelier Telephone Co	30	*****
Marion Telephone Co	200	*****
Madison Telephone Co	8 14.75	450.00
Mutual Telephone Co Marietta Telephone Co		450.00 50.00
National Telephone Co	135	50.00
Ohio Valley Telephone Co	64	150.00
North Manchester Telep. Co Postal Telegraph Cable Co	49 800.88	50.00 200.00
Prairie Telephone Co		50.00
Rochester Telephone Co	66	50.00
Schance Fair Electric Co Scott County Long Distance	70.50	100.00 20.00
Shawnee Mound Telephone Co.		50.00
Smithland Telephone Co	5	20.00
South Bend Telephone Co		300.00
Steuben County Telephone Co. Thorntown Telephone Co		•1,000.00
Tippecanoe Telephone Co	20	30.00
Tipton Telephone Co	45	60.00
Tip'canoe Telep. Co., Romney	63 60	60.00
Valparaiso Telephone Co United Telephone Co	40.00	50.00 175.00
United States Telephone Co	9	150.00
Western Telephone Co	54.50	
Winchester Telephone Co Western Union Telegraph Co.,	6.474	150.00 375.00
Grand Rapids and Indiana	53.11	75.00
Cin'ti, Richmond & Ft. Wayne	85.78	
•Total		
*Total.	AT LONG	

Mr. Stilz for School Commissioner. Friends of Charles B. Stilz, of 1260 Wright saw the city. The Big Four excursion train street, have decided to urge his candidacy from Cincinnati, which consisted of sevenfor school commissioner. He lives in the Fourteenth ward and is ticket agent at the

In conclusion, as an illustration, Mr. Kenodism. Several years ago the speaker called on Mrs. Patterson, who afterwards became the wife of Edwin Ray, at her home, in Jef-

the larder was empty. empty flour barrel as a substantial excuse. He turned, with his eyes suffused with tears, and, putting his arms about me, said it will be all right, the Lord was trying our It will be all right, the Lord was trying our faith. Just at this moment we heard a shout behind us, the judge's servant rode up and presented my husband with an envelope, which the judge had forgot to give him. On opening it he drew forth a \$5 bill, the most welcome and biggest I ever saw. Shortly afterwards we moved to Indianapolis and my husband was stricken down in his last illness. On his death bed he said: 'I have neither money nor lands to leave you but I commend you to the care leave you, but I commend you to the care of my heavenly Father.' Calling his son to the bedside he said, handing him a worn
Testament, 'My boy, this is all your father
has to leave you in the way of an inheritance. Accept it, believe it and stand by it,
and success will ever aftend you.'"

At the afternoon services John E. Wiley
talked on the "Trial of Christ, from a Lawver's Standard to the state Sunday-school convention.

Housemaid Fell from the Street Car.
Helen Breedlove, twenty-eight years of

to be an exceptionally good one. Acton Personals.

of friends at Acton Park yesterday.

ing at 352 South Illinois street, was sent to W. W. Sedgwick. the City Hospital last night suffering from the Nickel-plate saloon, on South Illinois and kicked by the bartender is said to have

and B. S. Coraway of Greenfield.

Dr. L. C. Cline and family left last evening for a three weeks' trip to the Thousand islands and St. Lawrence river. Mr. and Mrs. Merle N. A. Walker wil leave to-day for Washington and New York. Mrs. Walker will remain until fall. Misses Katie and Aimee Thomas, of No 414 East New York street, have gone to visit friends at Rushville and Richmond. Miss Jessie Thomas has returned from a visit at Rushville.

Nozzle Swung Around and Struck

John Allen in the Face.

About the longest run which the fire de-

partment has had in several months was

the one last night to Jupiter and Brookside

avenue. No fire was found, and it is be-

lieved that the box was pulled by some

one understanding the mechanism, in order

Box 129 was pulled about 10 o'clock on

account of a fire in the house of J. E. Pear-

son, 1821 North Delaware street. The house

is a one-story frame, occupied by J. M.

Sharp. The origin of the fire was unknown.

Damage of about \$75 resulted. John Allen,

colored, a pipeman of hose company No. 16,

was on a ladder with the hose pipe in his

hand. The water was turned on before he

was aware of it, and the pipe got away from him. It switched around, striking him in the face and knocking him off the

ladder. His nose was broken and his face

badly cut by the pipe, and the fall to the ground resulted in his left wrist being broken and the right one sprained. Dr. Christian, of the police and fire departments, had him removed to the City Hospital.

REV. MR. BEASLEY'S BILLS

The Arrest of Della Good's Husband

for Receiving Them.

James Good, colored, the husband of Della

Good, who was accused by Rev. John Beasley, of Whiteland, Ind., of taking his pock-

etbook containing \$1,400 in bills, and notes and checks of about the same value, was ar-

rested yesterday and charged with receiving stolen goods. Kinney and Thornton,

denies this. He was searched and a twenty-

dollar bill was found in his shoe. He claimed

that it had been there several months.

It was learned that Good and another col-

ored man, George Webster, had spent the night in drinking and had spent considerable money. Webster was arrested and charged

FIGHT AT NICKEL-PLATE.

Twenty-Year-Old Girl Kicked at a

Sunday Saloon Affair.

Minnie Crawley, twenty years of age, liv-

a badly battered eye and face. A fight at

street, in which she was knocked down

PERSONAL AND SOCIETY.

been the cause of her injuries.

to get the wagons out.

Marion Wickard Dead. Marion Eloise Wickard, youngest daughter of Mr. and Mrs. Willard S. Wickard, died early Sunday morning of tubercular meningitis. She had been critically ill for two later developed a serious condition which contributed to the sickness which caused her death. Little Marion, although only five and a half years old, had endeared herself to many persons because of her extremely lovable disposition and childish philosophy. Recently many tokens of admiration were received by the little sufferer from the West and South, where she had been traveling with Mrs. Wickard. The date of the funeral has not yet been fixed.

The Sunday Excursions. According to railroad men, yesterday was rather a dull day for incoming excursionists, and yet the report of the several railroads shows that Indianapolis is appreciated by outsiders as a place for a day's outing. The Pennsylvania lines brought to the city about 500 excursionists; the L. E. & W. carried about 1,000 in three sections. The C., H. & D., with a two-section train, brought in 1,200 people. The Vandalia got about 400 round-trip fares from people who

teen coaches, carried about 1,200 passengers.

Chickering Pianos at Wulschner's

CAMP GROUNDS AT BETHANY AND AC-TON THRONGED YESTERDAY.

Programme Changed at Latter Place -Five Acres of Buggies at the Former.

Yesterday was the first Sunday at Acton Park and the services during the day were well attended. A large number of people services. There was one disappointment the morning, when it was announced that Rev. J. W. Hamilton, of Cincinnati, and come, and J. Z. Tyler, of Cleveland, who was to have preached in the afternoon, took his place. Mr. Tyler was formerly national Three Things Denver, Col., and well known in Indiana, filled the place of Mr. Hamilton. Mr. Kennedy preached from the text "My right-courses I hold fast and will not let it go." He spoke in part as follows: "A man never knows what he can do till he is tried. The devil has come to be regarded as an evil personage, instead of a personality, but the idea that Christianity did not consist merely in a belief of certain theories, but evil personage, instead of a personality, but not on the authority of the Scriptures. In the opening chapter of the Book of Job we find him among the sons of God, an active agent in the espouse of his own cause. As a test of Job's integrity the Almighty permits him to lay his hands upon him; in the first instance on his possessions and the first instance on his possessions and in the second upon himself. Through it all outwardly the principle that guided the life in the second upon himself. Through it all Job's faith in God remains and his adherence to Christian principles unbroken. From' this great lesson of a sublime character we learn the ascendant value of the maintenance of Christian integrity. A Christian experience is not an impulse, but a life principle. This is an age of unrest, which largely accounts for the various hereies in the forms of isms which are being less in the forms of isms which are being larger vision of Christ. This vision is modifying theology, changing the spirit of the churches, enlarging their mission and awakening a new spirit in society. The preaching the world needs to-day is the presentation, not of creeds, not of theories concerning the Bible, not of church organizations, but the personal Savior, thus bringing unity to divided Christendom and a spirit of bfrotherhood among men." ies in the forms of isms which are being substituted for a Christian faith. Any reto the moral aspect of things or seeks to to the moral aspect of things or seeks to shake the faith of the truly orthodox and gather to itself proselytes without having for its main idea the uplifting of the fallen should be regarded with suspicion, to say the least. • • The devil was a liar from the beginning. He goes down one aisle saying to the young, 'It's too soon;' he comes up the other aisle whispering to the aged, 'It's too late.' and so men are ever thus deceived by this, the arch enemy of the race."

In the afternoon Mr. Cowden delivered an address on home missions, in which he covered much of the ground gone over in his address last Thursday. He brought out the thought that this country was not, in a certain sense, a Christian country—crime and immorality abound and on every side are evidences of greed, inhumanity, poverty and mighty wrong. The country was born almost in the cradle of religion and should be a Christian nation if any nation could be such. But that it is not should arouse the church of God to the performance of the task of Christianizing it. The cities, in particular, are a great nedy told a pathetic story of the life ex-perience, as related to him by the mother of John W. Ray, of Indianapolis, of one of her early experiences in the Christian work of the pioneer days of Indiana Meth-

fersonville. In the course of conversation she said that her first husband was a preacher, stationed on the old Madison cir-cuit. Money being scarce and his salary be-ing insufficient, he sometimes did odd chores for the neighbors in order to meet expenses. But in spite of all he could do sometimes "One morning a little after daybreak," lis; Miss Jennie Alexander, Bloomington; Mrs. Patterson said, "I stood leaning against a tree in the dooryard and my hus- E. Cope, Cleo Hunt, Brownsburg; J. Z. band carelessly swung to and fro across the clothesline and asked me if it were not time to be having breakfast. I had been dreading the question and, bursting into tears, told him the flour barrel was empty. He came up and took my hand with the simple remark, 'Don't cry, the Lord will simple remark, 'Don't cry, the Lord will wife, Bert Axline, Worth Braden, Harry provide. You know we are to go to-day to Scoville, Noblesville; Flora E. Drake, Jo-Judge -- 's for dinner and in the meantime we can improve the occasion by a little fasting.' The forenoon wore away and we found ourselves at Judge —'s hospitable table. Visions of the empty larder would occasionally obtrude themselves, despite the abundance around me. About the time the meal was finished, the judge said to my husband: 'We are expecting a tea party this evening and it will not be complete unless you and your wife consent to remain.' My husband under the table slyly pressed my foot with his as if to say 'We still have a meal ahead.' At tea time the guests arrived and after a pleasant even-ing we started home. The prospect of the mpty cupboard was so overwhelming as I neared the house, following my husband in the twilight, that I again burst into tears. As he turned about I reproached him for not leaving the ministry and engaging in some business pursuit, giving the

yer's Standpoint," to a large audience.
To day is Epworth League day and a large crowd is expected. Special rates have and Washington streets last night fell and been arranged for children under fifteen thing of his wife's whereabouts, but Good years of one-fare round trip. There will be a watermelon feast at 2:30 o'clock on the lawn. O. H. Palmer, president of the State League, will address a meeting in the afternoon and Miss Bosley and Miss Rose Beatty will sing. To-morrow will be observed as W. C. T. U. day and the programme is said

H. Jenkins, of Indianapolis, is a guest a

the Steeg cottage. Dr. Wilson, of Indianapolis, was the guest M. T. Carrigan and Mr. Mathers, of In dianapolis, were the guests of R. A. Mc-Cann and family over Sunday. Mr. and Mrs. O. H. Johnson, of Indian-apolis, spent Sunday at the Big Four cot-tage, the guest of Mrs. Sedgwick and Mr.

Registered at the hotel yesterday were the following: John W. Emrich, Mr. and Mrs. W. H. Kelly, J. B. Keeley, J. W. Strickler, Q. R. Duckworth, Mrs. L. M. Adman, Dorothy Williams, N. F. Butler, James C. Gipe, Jeannette Gipe, W. W. Welling, A. Turner, Earl Young, all of Indianapolis; W. E. Mick and Wife, of Indianapolis, and Edna A. Mick of Chicago: John Bardow and Wife. Mick, of Chicago: John Bardow and wife, of Chicago; John Howe, of Delphi; Mrs. A. Fawls and Miss Hatfield, of Greensburg,

BETHANY'S BANNER DAY. Story of Two Young Women Who

Fled from a Tent. Almost with the rising of the sun yesterday the people began pouring into Bethany Park. They came from all directions and in all kinds of conveyances. Nearly the entire day there was a constant stream of vehicles entering the gates and the space ing purposes was about five acres. It seemed and St. Louis vs. Cincinnati. that the whole countryside had turned out. weeks before her death. Several months ago | The people of the city and the little towns she received an injury to the knee. This in- along the railroad also added large quotas jury at first responded to treatment, but to the attendance, the trains both going and coming being loaded down. It was certainly the biggest day of the season. Many of the old-timers pronounced it to be the biggest street Station 7:10 p. m. day in a number of years. It was impossible to give an accurate estimate of the crowd, but the guesses were from four thousand to six thousand. The people were scatered over the whole forty acres of the park and they spent the time in an orderly and religious manner. Hundreds of them en- to carry your trunks up and downstairs. joyed the luxury of lounging in the grass, while others promenaded on the hill summits or where the trees were thickest. The day was dreamy, with a gentle breeze that The serving of dinner to such a large

crowd was a serious undertaking. Both the otel and restaurant were "eaten out." A load of watermelons was consumed and some people finished up on peanuts. It is not believed that anyone went hungry, however. Mr. Cale and the other officers of the assembly were much pleased by the fine turnout and they say now that Bethany has seen its worst days and is on the up-

There was little gossip in camp yester-

young ladies brought a tent to camp on Saturday and pitched it on the hill between the Butler and C. E. cottages. They occu-pied it alone and in the middle of the night they began to entertain the notion that burglars were trying to enter. The more they thought about it the more convinced they became that someone was trying to get in. Finally, in sheer desperation, they rushed out of the tent and ran down the hill to the hotel about a block away. Their white draperles streamed in the wind and their cries aroused a number of the slum-

bering cottagers. They did not occupy the tent last night. THE MORNING SERVICES. The services yesterday began with a sunrise prayer meeting, which was well attended. At 9 o'clock the Bible school was held, with W. E. Longley, of Noblesville, came down on the Indianapolis train and | taking charge. About 500 attended, and the many people drove from the surrounding interest shown was the subject of much towns to the park to enjoy the special comment. At 10:30 there was to have been a L. E. Kennedy, a prominent evangelist of of the Christian Church, and is now one of outwardly the principle that guided the life of Christ. Many of the radical changes taking place in society to-day spring from a larger vision of Christ. This vision is The music at the morning service was exsubstituted for a Christian faith. Any re-ligious system that fails to give prominence to the moral aspect of things or seeks to rin and Mr. Wiles sang "Under His Wings." it. The cities, in particular, are a great menace to the country. "Our cities must be saved or our country is lost." The speaker declared that the Disciples of Christ were called of God to hold out to the Christian world a plea for the restoration of primi-tive Christianity and the unity of all the factions of the church of God. At night there was a Christian Endeavor song and praise service led by J. Z. Tyler, following which came a sacred concert, under the directorship of W. H. Hackle-

RECENT ARRIVALS. The following new arrivals were registered at the hotel: W. W. Judd, Indianapolis; Miss Jennie Alexander, Bloomington; Tyler, Cleveland, O.; Newton Gresham, Hartsville; J. S. Darnall and wife, Lebanon James W. Stewart and wife, Wabash; Will M. Caylor, Noblesville; Dr. J. A. Axline and sephine Canfield, Lillian Morgan, Indianapolis; W. J. Devol, Lebanon; W. H. Kerr,
Mary E. Burrell, Benjamin Burrell, Waveland; Alexander Lowery, Wabash; Bertha
Montgomery, Ellie Collier, Noblesville: Ella
Kinney, Indianapolis; T. M. Laugh, D. A.
Groves, Waynetown; P. M. Dill and family,
Isa Cox, Nancy Cox, Mabel Field, Indianapolis; G. V. Wolfington and wife, Oakwood,
Ill.; May R. Fleming, Edward Forsyth, Noblesville; Margaret Young, Knightstown;
Miss Mabel Record, Miss Lucile Eliis, Plainfield; Lizzie Essington, Noblesville; H. F.
Johnson and wife, Waveland; W. M. Parker, Emma McMahan, Mrs. S. J. Morgan,
J. R. Morgan, L. J. Morgan, Indianapolis;
J. L. Whitelatch, Charleston; Alonzo S.
Roberts, Irvington; Walter Wilson, Indianlis; W. J. Devol, Lebanon; W. H. Kerr, J. L. Whitelatch, Charleston; Alonzo S. Roberts, Irvington; Walter Wilson, Indianapolis; R. Allen Harp, Mrs. T. C. Stewart, Logansport; F. C. Stewart, Ethel Stewart, Jean Stewart, Indianapolis; Jessie Railsback, Maime Railsback, Bedford; Mrs. S. J. Goe, Indianapolis; S. Colton Smith, Emma C. Hill, Indianapolis; Sarah Green, Martinsville; W. O. Malott and wife, Altie L. Malott, Indianapolis; Isa Major, Martinsville; Orin W. Mitchell, Bedford; I. H. Fisher, Fannie Fisher, Harry L. Fisher, Noblesville; J. A. Downard and family, Danville; May Kaufman, Lillian Hamble, Noblesville; S. J. Beaver, Indianapolis; Amanda Essington, Noblesville; Victor W. Conner and wife, Noblesville.

Beginning this morning and continuing until Wednesday afternoon the State Christian Endeavor will hold its annual conventian Endeavor will hold its annual convention. Wednesday will be educational day

broke bones in the forearm and wrist. She was taken to the City Hospital.

BIG FOUR ROUTE. Excursion to Lawrenceburg, Aurora and Way Points, Sunday, Aug. 6.

One dollar round trip to Shelbyville, Greensburg, Batesville, Sunmans, Lawrenceburg, Aurora and intermediate stations. Special trains will leave Union Station 7:30 a. m.; returning leave Aurora 7:20 p. m. Call at Big Four office, No. 1 East Washington street, and Union Station. H. M. BRONSON, A. G. P. A.

> BIG FOUR ROUTE. Annual Seashore Excursion, Thursday, August 17. \$15-Round Trip-\$15.

To Atlantic City, Anglesea, Avalon, Cape May, Holly Beach, Ocean City, Rehoboth, Sea Isle City and Wildwood. Stop-overs 10 days within final limit at either Washington, Philadelphia, Baltimore, also Covington and White Sulphur Springs, Va. Tickets good returning fifteen days. Special through sleepers will leave at 7 a mand through sleepers will leave at 7 a. m. and 6:20 p. m. H. M. BRONSON, A. G. P. A.

TAKE THE BIG FOUR ROUTE To Hot Springs, Va. The popular resort on the C. & O. Special low rates. Call at Big Four offices for full information. H. M. BRONSON, A. G. P. A.

\$1.00-Cincinnati and Return-\$1.00 Via C., H. & D., Sunday, Aug. 6. Two special fast trains; the first will leave at 6:50 a. m., making no local stops; the second at 7:15 a. m., stopping at Rushville, Connersville, Liberty, Oxford and Hamilton. Leave Cincinnati, returning 6:25

> LOUISVILLE, KY., \$1.50-Round Trip-\$1.50. Sunday, Aug. 6. Pennsylvania Lines.

INDIANAPOLIS TRANSFER COMPANY. (Trunks, 25e.) Telephone 440, New and Old Company.

We call for your baggage promptly day or night, and don't keep you waiting. Two men on all wagons, at no additional cost. This protects your carpets, walls, hardwood floors, etc. Our carriage service is the finest and you get them when you call.

The Vernon Insurance and Trust Company are closing the sale of their stock. Insure with German Fire Insurance of In-diana. General offices, 29 South Delaware street. Fire, tornado and explosion.

Insure with Indiana Insurance Company 143 East Market street. Fire, lightning and Marcy's-place to buy watches, jewelry, iamonds and silverware. Lowest prices.

Feed your horse JANES'S Dustless Oats.

Talk Is Cheap-But

It Takes Money to Buy Soft Soap

Price has the floor every time. A large stock carries its convictions.

Our stock in Diamonds is by far the largest in the State of Indiana, notwithstanding others' claims. Seeing is believing. Come and see.

INDIANA'S LEADING JEWELERS DIAMONDS DIAMONDS

1-Graham Crackers 2-- Lunch Milks 3-Reception Flakes

These three will be in special demand during the month of August. Our Graham Crackers are acknowledged to be far better in every way than any Grahams that are brought into this market. Our Graham Crackers have met the indorsement of all who know their value among

LUNCH MILKS, as the name indicates, are just the thing for children to use with milk. Yes, and they are good for older

RECEPTION FLAKES are the daintiest cracker made. Just the thing for luncheons. Ask your grocer for our goods and insist upon having what you ask for.

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FIRE ESCAPES. Iron and Wire and Woven Wire Farm Fencing ELLIS & HELFENBERGER. 260 to 370 South Senate avenue.

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Dental College

Department of Dentistry, University of Indianapolis,

S. W. Corner Delaware and Ohio Streets.

Receives patients from 9 a. m. to 5 p. m for all kinds of Dental work.

The fees are to cover the cost only. Sprinkling Hose We are selling lots of it, because we quarantee it. If it is not GOOD, we make

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The finest Office Building in the city. Strictly fire proof. Rapid elevators, and all modern conveniences. Apply to GREGORY & APPEL, Agents.

The Indianapolis Gas Company

The poets sing in bravest strain Of the man behind the gun, And they tell in rhymthic stanzas of The gallant deeds he's done.

And just as the gun without the man Would be useless, or as bad-So an advertisement would miss fire Without goods behind the ad.

If you've goods behind your ad, and the JOURNAL gets the ad, then the people will get the goods and you'll get the money.